

REPORT

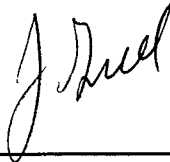
DATE: December 10, 2004

TO: Administration Committee/Regional Council

FROM: Mark Pisano, Executive Director
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SUBJECT: Aviation Planning Grant

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize SCAG to apply for a grant with the Federal Aviation Administration for the tasks outlined below. The cost to complete this work is \$526,315, of which \$500,000 is from federal Airport Improvement Program. The remaining \$26,315 is considered local "in-kind" match.

BACKGROUND:

The major component of this Scope of Work is to lay the foundation for the aviation component of the 2007 Regional Transportation Plan. In addition to completing an airport facility capacity study and an aviation economic impact analysis, SCAG will identify and incorporate new aviation industry trends, as well as reconvene the Aviation Task Force, a body composed of elected stakeholders and industry representatives.

CAPACITY STUDY

The first major component of this plan is to update and expand on the analyses performed for the 2001 and 2004 Regional Transportation Plans. This study will evaluate all airport facility elements, including curbside, terminal, ticketing, baggage handling, gate, taxiway and runway systems at Bob Hope Airport, San Bernardino International and March Inland Port. Palmdale Airport is excluded because of the master planning process for the airport that is just beginning. Southern California Logistics is excluded because forecast activity is less than rudimentary capacity estimates. Specific tasks include:

- A Update commercial facilities inventory including planned improvements. Identify space required for 8 MAP Passenger Terminal at March Inland Port
- B Update fleet mixes (including general aviation/corporate jets at Bob Hope and San Bernardino) and load factors
- C Review the results of the Regional Airspace Analysis.
- D Evaluate air passenger and air cargo capacities of Burbank and March Inland Port. Identify potential capacity shortfalls and explore potential solutions.

SCAG: Airport Capacity Study
OUTPUT: Report
TIME: October 2005 – March 2006
STAFF: \$72,632
CONSULTANT: \$32,632

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REGIONAL AVIATION ECONOMIC IMPACT STUDY (Phase 1)

As part of the preparation for the 2007 Regional Transportation Plan, SCAG will update the aviation economic analysis last performed in 1999 for the 2001 Regional Transportation Plan. This analysis will use the IMPLAN model to examine the 10 commercial service airports in the SCAG region (existing conditions). An overall General Aviation component may be added. Economic Impact Analysis for 2030 must wait until SCAG has modeled the new aviation forecast for the 2007 RTP in the next fiscal year.

SCAG: Regional Economic Impact Study
OUTPUT: Report
TIME: October 2005-September 2006
STAFF: \$105,263

AVIATION TASK FORCE

A reconvened Aviation Task Force will recommend an updated aviation plan for the 2007 Regional Transportation Plan and review, refine and recommend aviation policies necessary to implement the aviation plan. Specific goals for the Aviation Task Force include:

- A Review Implementation Strategy Recommendations
- B Review, refine and recommend regional aviation policies for the 2007 RTP
- C Address future Base Realignment and Closure decisions and their implications for the 2007 Regional Aviation Plan
- D Review modeling and forecast assumptions for the 2007 Regional Aviation Plan
- E Recommend Aviation Plan for the 2007 Regional Transportation Plan

SCAG: Aviation Task Force
OUTPUT: Agendas, Minutes
TIME: October 2005-September 2006
STAFF: \$42,105

MEASUREMENT OF ACTUAL AVIATION ACTIVITY AT AIR CARRIER, COMMUTER AND GENERAL AVIATION AIRPORTS.

Regional Commercial and Commuter Service Airports: Collect data concerning aircraft operations, passenger enplanements and air cargo tonnage on a monthly basis. SCAG will collect this data from all air carrier and commuter service airports.

Maintain Air Service Trends Monitoring program for the SCAG region. This program will purchase OAG flight data and aircraft ownership data with the objective of monitoring regional commercial air service in the region. This program will assist in monitoring the success of the aviation implementation plan.

SCAG: Airport Activity monitoring.
OUTPUT: Inventory of commercial activity
TIME: Ongoing.
STAFF: \$52,632
CONSULTANT: \$15,790



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Regional General Aviation Airports: Perform periodic measurement of airport activity at general aviation airports. The quarterly survey will request information on:

- A Military Operations – Information on number of operations at regional public-use airports.
- B Aircraft Operations - information on the number of aircraft operations (by aircraft type, if possible).

Collect and update regional aviation facility information from existing sources (e.g. Caltrans, FAA, airports). This information is needed to update information to evaluate the existing system of airports within corresponding service areas. In addition, this will define the Southern California system's relationship with California's overall transportation system and the National Plan of Integrated Airport Systems (NPIAS). As a result, the estimate of system requirements and factors which affect the planning of the system may be ascertained.

Maintain Surveillance on the Small Aircraft Transportation System (SATS) development and implementation.

COLLECT AND UPDATE GENERAL AVIATION AIRPORT DATA

Update Aviation Facility data:

- A Facilities – Information on role; FAA classification; Number of aircraft shelters, including tie downs; shade-ports, T hangars and other hangars.
- B Navigational Aids – Information on lighting facilities, control towers, weather and approach systems.
- C Development Potential – Information on the physical and political feasibility for airport development or expansion.
- D Five year Airport Capital Improvement Programs where available.

The information gathered during the inventory collection will provide the data base for regional airports as outlined in FAA Order 5090.3B (Field Formulation of the National Plan of Integrated Airport Systems).

SCAG: Airport Activity monitoring.
OUTPUT: Inventory of General Aviation activity
TIME: Ongoing.
STAFF: \$52,632

PUBLIC PARTICIPATION PROGRAM

Specific policy direction for the Aviation Continuous Planning Program will be provided by the SCAG's appropriate transportation policy committee, composed of regional elected officials.

Technical input on regional aviation matters, assistance in data collection and identification of new aviation issues will be provided by the Aviation Technical Advisory Committee. Membership on this committee includes regional airport representatives.

Staff will attend and actively participate in meetings of various aviation interest groups in the Los Angeles metropolitan area.

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SCAG: **Sponsor the Aviation Technical Advisory Committee and participate in other meetings as necessary.**
Attend and participate in meetings related to Southern California aviation and provide expertise and/or develop materials for the groups as requested. Groups could include but are not limited to the Transportation Research Board, San Diego Regional Airport Authority, South Coast Air Quality Management District and local governments.

TIME: **Ongoing**

STAFF: **\$57,895**

LOCAL GOVERNMENT ASSISTANCE

Counties and other local jurisdictions will have access to SCAG staff and documents as a resource which they can utilize to keep abreast of the current status and projections for those elements of aviation activity which directly impact their planning.

When a jurisdiction decides to initiate aviation studies such as a master plan, site selection, or aviation facility expansion, aviation staff will make appropriate data and documents available to the entity. Staff will assist jurisdictions in integrating the aviation studies with the aviation goals and policies in the Regional Transportation Plan.

Assistance to the sponsor in preparation of pre-applications for funds will be made available. SCAG will comply with Executive Order 12372 (Clearinghouse Review) in the review of the proposed applications.

Airport Five year Capital Improvement Plans will be collected and reviewed with SCAG surface transportation plans as required by Caltrans.

SCAG: **Periodically brief the local jurisdictions on those aviation issues which impact them.**
Function as a resource for sponsors and managers, FAA local air traffic control and CalTrans. Inform the FAA and CalTrans of local concerns which impact aviation.

OUTPUT: **Assistance to Airport sponsors and local jurisdictions.**
Clearinghouse Project Reviews.
Airport Capital Improvement Program reviews

TIME: **Ongoing**

COST: **\$73,685**

REPORTS, COORDINATION AND MANAGEMENT.

Reports

Throughout the project, various technical working papers will be prepared for review by the FAA, CalTrans, the Aviation Task Force and Aviation Technical Advisory Committee. Those products of this program which recommend changes of policy or extension of the plan into new planning periods will be submitted to the SCAG Regional Council for adoption.

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Project Management

Any updates or amendments to the Regional Aviation Plan will be conducted by SCAG. Overall project management will be the responsibility of SCAG. Airport managers, aviation interest individuals and the State of California will be asked to assist on particular elements of the work program. Work associated with this task will involve preparation for meetings, recording of minutes and distribution of working papers and pertinent data.

SCAG: Project Management
OUTPUT: Issue Papers, Reports, Memoranda
TIME: Ongoing
COST: \$21,050

FISCAL IMPACT:

No Fiscal Impact. Local match requirements will be "in-Kind" services provided by local airports. *th*